

Title (en)  
METHOD AND DEVICE FOR ELECTRONICALLY CONTROLLING A VEHICLE DECELERATION IN DEPENDENCE ON A DIFFERENTIAL SLIP BETWEEN TWO VEHICLE AXLES

Title (de)  
VERFAHREN UND VORRICHTUNG ZUM ELEKTRONISCHEN REGELN EINER FAHRZEUGVERZÖGERUNG IN ABHÄNGIGKEIT EINES DIFFERENZSCHLUPFES ZWISCHEN ZWEI FAHRZEUGACHSEN

Title (fr)  
PROCÉDÉ ET DISPOSITIF DE RÉGULATION ÉLECTRONIQUE D'UN SYSTÈME DE RALENTISSEMENT DE VÉHICULE EN FONCTION D'UNE DIFFÉRENCE DE GLISSEMENT ENTRE DEUX ESSIEUX DE VÉHICULE

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Application  
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Abstract (en)  
[origin: WO2016188603A1] The invention relates to a method for controlling a vehicle deceleration in dependence on a differential slip between two vehicle axles (HA, VA) in a vehicle (200) having an ABS braking system (100), comprising at least the following steps: detecting a vehicle-target-deceleration specified by the driver and/or detecting a vehicle-actual-deceleration, and controlling a braking pressure (PHA, PVA) on wheel brakes (5, 6, 7, 8) of a vehicle axle (HA, VA) to be controlled by actuating ABS brake valves (11, 12, 13, 14, 21, 22, 23, 24) such that the braking pressure (pHA, PVA) on the wheel brakes (5, 6, 7, 8) of the vehicle axle (HA, VA) to be controlled is controlled in dependence on a detected actual differential slip, such that the actual differential slip corresponds to a target differential slip, wherein the actual differential slip indicates the difference in a rotation behavior of the vehicle axle (HA, VA) to be controlled to an additional vehicle axle (VA, HA), and wherein the target differential slip is dependent on the detected vehicle-actual-deceleration and/or the detected vehicle-target deceleration, wherein the braking pressure (PHA, PVA) on the wheel brakes (5, 6, 7, 8) of the vehicle axle (HA, VA) to be controlled is limited if the vehicle axle (HA, VA) to be controlled is over-braked relative to the additional vehicle axle (VA, HA). According to the invention, the target differential slip is reduced with increasing vehicle-actual-deceleration and/or rising vehicle-target-deceleration in the direction of a synchronous wheel rotation behavior of the wheels (1, 2, 3, 4) of the vehicle axle (HA, VA) to be controlled and the wheels (3, 4, 1, 2) of the additional vehicle axle (VA, HA), and therefore the braking pressure (PHA, PVA) on the vehicle axle (VA, HA) to be controlled is already limited at a lower relative over-braking of the vehicle axle (HA, VA) to be controlled.

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